

**What I claim is:**

1. An amphibious aircraft having an engine and top wings and a V-tail section, said V-tail consisting of two wings placed in a V configuration, each of the two top wings and the wings in the V-tail section having pivotal wing tips, said airplane further having sponsons having means thereon for adjusting said sponsons in their horizontal attitude.

2. The amphibious aircraft of claim 1, wherein said engine has a rear mounted propeller.

3. The amphibious aircraft of claim 1 including a ventral fence mounted to each end of said wings on which the operating elements of said pivotal wing tips are mounted.

4. The amphibious aircraft of claim 3, wherein said pivotal wing tips are pivoted by a torque tube fastened to the wing tips and running along the length of each of said wings.

5. The amphibious aircraft of claim 3, wherein said torque tube is supported by way of a bearing located in each of said ventral fences.

6. The amphibious aircraft of claim 3 including a multiple of bearings located on each of said ventral fences to reduce any friction between the ventral fences and a wall of said pivotal wing tips.

7. The amphibious aircraft of claim 5 including at least two circular slots located equidistant around said torque tube of said ventral fence, said at least two circular slots receive brackets there through, said brackets are mounted on an inside wall of each of said pivotal wing tips, each of said brackets forming a trunnion on the other side of said ventral fence to support two rollers thereon to guide each of said wing tips relative to their respective ends of said wings.

8. The amphibious aircraft of claim 1, wherein said sponsons each are connected to said aircraft by struts having two ends, one of said ends is mounted to said aircraft and another end is mounted to a sponson, each of said ends having threaded screws thereon.

9. The amphibious aircraft of claim 8, wherein a wall of each of said sponsons and a wall of said aircraft have circular openings therein, said circular openings each receive a slotted washer therein to be rotatable therein, a counter plate is mounted on another side of said wall of said sponson, said threaded screws are passing through said slotted washers and said counter plate, said threaded screws each have a nut thereon to be tightened against said counter plate where upon a rotation of each of said slotted washers will change the attitude of each said threaded bolts and thereby the horizontal attitude of each of said sponsons.

10. The amphibious aircraft of claim 1 including landing or take-off wheels included in said aircraft.

11. The amphibious aircraft of claim 1 including means for braking and steering the aircraft while on the ground.

12. The amphibious aircraft of claim 11, wherein said means for braking the aircraft is a stand-up plane in front of said V-tail section, a wash of the propeller will impact against said plane and when turning said plane, the wash of said propeller against said turned plane will divert said V-tail section into a different direction.